



CITY COUNCIL

CITY AND COUNTY OF HONOLULU
HONOLULU, HAWAII

No. 19-30, CD1

RESOLUTION

REQUESTING THE HONOLULU AUTHORITY FOR RAPID TRANSPORTATION AND THE DEPARTMENT OF TRANSPORTATION SERVICES TO DETERMINE A METHOD TO FUND THE CONSTRUCTION OF A MAKAI ENTRANCE TO THE POUHALA RAIL STATION IN WAIPAHU.

WHEREAS, the Honolulu Authority for Rapid Transportation ("HART") is a semi-autonomous public transit authority engaged in the development of a planned 20.1-mile fixed guideway transit system in the City and County of Honolulu ("City"), known as the "Honolulu High-Capacity Transit Corridor Project" ("Rail Project"); and

WHEREAS, the Rail Project, planned to extend along Oahu's east-west traffic corridor from East Kapolei to the Ala Moana Shopping Center, incorporates the construction of 21 stations, including the Pouhala Rail Station, formerly known as the "Waipahu Transit Center Station," near the intersection of Farrington Highway and Mokuola Street in Waipahu, Oahu; and

WHEREAS, the Pouhala Rail Station, currently under construction by the Hawaiian Dredging and Construction Company, Inc. pursuant to a June 22, 2015 contract with HART, was 74.5 percent completed as of January 17, 2019 and scheduled for interim opening in 2020; and

WHEREAS, the Pouhala Rail Station was originally designed as a two-level facility to be built perpendicular to, and above, Farrington Highway, bridging the east-west highway from the north side, towards the mountains ("mauka"), to the south side, towards the ocean ("makai"), with entrances for the public on both the mauka and makai sides of the station; and

WHEREAS, the planned makai entrance of the Pouhala Rail Station was removed in 2015 from the station design by HART as a result of a value engineering analysis that identified areas for reducing costs without sacrificing the functionality of the Rail Project; and

WHEREAS, as part of this value engineering exercise, HART determined that a single, mauka entrance could support the movement of passengers to and from the station; however, following removal of the makai entrance from the plans, many Waipahu residents and others have expressed concerns regarding pedestrian accessibility and safety around the station, including the requirement that would force



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the makai side rail passengers to cross a dangerous highway in order to access the Pouhala Rail Station at the ground level, as well as the limitations imposed on transit-oriented development around the station due to lack of accessibility from the station to businesses and residents on the makai side; and

WHEREAS, busy shopping and residential areas are situated on the makai side of the Pouhala Rail Station, and consequently, without a makai entrance to the Pouhala Rail Station, pedestrians and others wishing to enter the station from the makai side must travel down Farrington Highway for a block in order to cross the busy highway to get to the station entrance on the mauka side; and

WHEREAS, a makai entrance to the Pouhala Rail Station will afford increased accessibility to rail transportation for Waipahu residents, thereby encouraging greater rail utilization; and

WHEREAS, the Council supports the funding and construction of the makai entrance to the Pouhala Rail Station in order to enhance community access to the rail station and maximize the safe and convenient use of rail by the residents of Waipahu and surrounding areas; now, therefore,

BE IT RESOLVED by the Council of the City and County of Honolulu that the Honolulu Authority for Rapid Transportation and the Department of Transportation Services are requested to determine a method of funding to construct a makai entrance to the Pouhala Rail Station, to become operational during interim operations of the Rail Project; and

BE IT FURTHER RESOLVED that the Executive Director and Chief Executive Officer of the Honolulu Authority for Rapid Transportation and the Director of Transportation Services are requested to provide a detailed report to the Council on a method of funding to construct a makai entrance to the Pouhala Rail Station no later than 90 days after the adoption of this resolution; and



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BE IT FINALLY RESOLVED that copies of this resolution be transmitted to the Mayor, the Managing Director, the Chair of the Board of the Honolulu Authority for Rapid Transportation, the Executive Director and Chief Executive Officer of the Honolulu Authority for Rapid Transportation, and the Director of Transportation Services.

INTRODUCED BY:

Brandon Elefante

Ron Menor

DATE OF INTRODUCTION:

February 12, 2019

Honolulu, Hawaii

Councilmembers

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HONOLULU, HAWAII
CERTIFICATE

RESOLUTION 19-30, CD1

Introduced: 02/12/19 By: BRANDON ELEFANTE
RON MENOR Committee: BUDGET

Title: RESOLUTION REQUESTING THE HONOLULU AUTHORITY FOR RAPID TRANSPORTATION AND THE DEPARTMENT OF TRANSPORTATION SERVICES TO DETERMINE A METHOD TO FUND THE CONSTRUCTION OF A MAKAI ENTRANCE TO THE POUHALA RAIL STATION IN WAIPAHU.

Voting Legend: * = Aye w/Reservations

02/27/19	BUDGET	CR-52 – RESOLUTION REPORTED OUT OF COMMITTEE FOR ADOPTION AS AMENDED IN CD1 FORM.
03/08/19	COUNCIL	CR-52 AND RESOLUTION 19-30, CD1 AS AMENDED WERE ADOPTED. 6 AYES: ELEFANTE, FORMBY, FUKUNAGA, KOBAYASHI, MANAHAN, PINE. 1 NO: TSUNEYOSHI. 2 ABSENT: ANDERSON, MENOR.

I hereby certify that the above is a true record of action by the Council of the City and County of Honolulu on this RESOLUTION.



GLEN I. TAKAHASHI, CITY CLERK



ANN H. KOBAYASHI, INTERIM CHAIR AND PRESIDING OFFICER